



## Lôn Las Môn

Ref. P-05-913- Pwyllgor Deisebau 19.11.19 / Petitions Committee 19.11.19

Date 8<sup>th</sup> November 2019

Dear Sirs, Madam

Further to receipt of a copy of the letter addressed to Janet Finch-Saunders AM dated 4<sup>th</sup> November 2019 from Lee Waters AM Deputy Minister for Economy and Transport. We would respond to the points raised as follows:

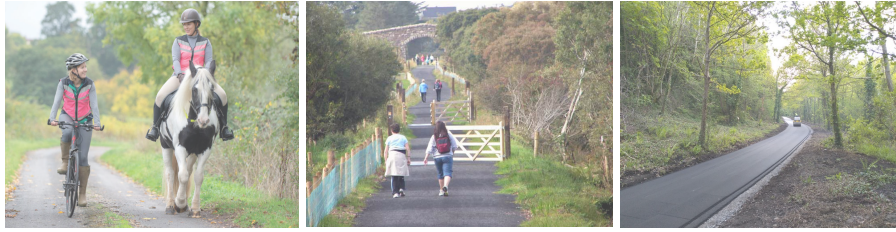
1. Para 1. Prosperity for all: A Low Carbon Wales published June 2019, specifically Transport Sector Emission Pathway places great weight on encouraging active travel, walking and cycling for everyday journeys, especially for journeys that would otherwise be made by motorised transport. P5 of this paper refers to Well-being “Active travel, such as walking and cycling, also provide other significant co-benefits. The Well-being Matrix Tool highlighted how the active travel maps against strong direct and wider benefits in relation to the wellbeing goals, in particularly against a healthier, more prosperous and cohesive communities Wales” With the current shift towards social prescribing having more than just active-travel in towns and larger villages would bring great benefits to the community, active travel needs to expand its remit to include a wide swathe of the population who are not actively travelling to work but are young, retired or those wishing to improve their health and need more than just a circular route in a town or larger village. <https://www.bma.org.uk/collective-voice/policy-and-research/public-and-population-health/steps-to-increase-physical-activity-levels-in-the-uk?fbclid=IwAR116HvbsEQkxv2B02MsryktXlg9ac10fbNCdLzcxfcwOgXCImjPzolixeE>
2. Para 2. Active Travel: The Act does indeed place a duty on the Local Authorities to plan and create walking and cycling networks in towns and larger villages. Anglesey County Council visited developing this disused railway route in 2007/08 with the assistance of Sustrans however the scheme never went ahead due to political changes and direction in the Council. Lôn Las Môn is a Community Interest Company (CIC) formed specifically to drive this project forward separate to any Council direct involvement as they have stated that they do not have the “finances or resources to dedicate to the project”. LLM has the expertise and drive to push this project forward and has the support of a number of partner and supporting organisations (refer to appendix 1) Amlwch and Llangefni are designated localities for ATA however as noted above they are principally circular routes and do not offer any connectivity between these towns and outlying villages. Gaerwen is a major employment hub but is as has been stated does not benefit from any ATA infrastructure. As can be seen from the attached maps (appendix 2) Lôn Las Môn would provide a traffic-free active transport conduit from the North of the island to the very South and would provide both benefits in active travel, social prescribing, leisure and tourism. The route bisects a number of National Cycle Routes and would bolster this network but would also provide a quite unique 18-mile bridleway along its route.
3. Para 3. Transport Policy: It is good that the fact that the potential for developing the disused railway as a multi-use path is recognised, however its potential as traffic-free active travel conduit is not recognised, this project is not just for the benefit of leisure and tourism, an example of this is the number of schools within 1 mile or less of the route totals 11 all (see appendix 3) of which could

actively use the route for active journeys to work. Sustrans' Big Shift Cymru a challenge designed to motivate the school community in Wales to travel more actively <http://cym.bigshiftcymru.sustrans.org.uk> In saying that that leisure cycling are not priorities for transport, this should be re-considered as ANY efforts to de-carbonise introduce methods to lower emissions from leisure and tourism activities should be explored wherever possible. Transport after all is not just about going to work?

4. Para. 4a: Funding, we are not quite sure why Mr Waters has referred to Anglesey County Council seeking funding to developing this disused railway line. This project is not one that the Local Authority is driving forward, Lôn Las Môn CIC has been specifically set up to drive this project, we have been in close discussion with Sustrans on re-visiting the 2007/08 feasibility, the plans have been costed by our engineers including all the various intact and missing engineering structures e.g. Llangefni bridge and various cattle creeps (under passes). Menter Môn have offered funding towards the costs of re-visiting the Sustrans feasibility however funding towards this from the Welsh Assembly Government would be welcomed. The cost of the capital works itself over 5 years is estimated at £5.5m funding is available from (but not limited to): WAG Active Travel Fund, EU Structural and Development Funds, Lottery Tourism and Community Grants, The Landfill Disposal Tax Communities Scheme.
5. Para 4b: Ownership; The line is in the ownership of Network Rail and its current status is "mothballed" although the true state / condition of the line is other than 2-3 miles in a very poor state, 95% of the line where permissible has been drone surveyed these are freely available to view on YouTube (refer to Appendix 4) although the Welsh Government do not have any devolved responsibilities for such matters they are however a key stakeholder and have the power to influence Network Rails thinking and direction. We have had a number of meetings with Network Rail who are "agnostic" towards either a heritage rail or multi-use path clearly we favour the latter and see that as bringing far more benefits to the island than heritage rail can ever do let alone the capital costs involved.
6. Para. 5: Rail Vision; we understand the need in the long term to provide different forms of public transport and perhaps commuter or tram-based services in Wales. We have seen the plans for Strategic Corridor Developments which put forward enhanced connectivity from Ynys Môn to Bangor, Caernarfon, Aberystwyth and heading South. But can we have a good dose of reality here; Wylfa B even if the DCO goes ahead its favoured route for construction traffic is road / sea. There are no major industrial or large employers on the North of the island (Rehau closure) <https://www.bbc.co.uk/news/uk-wales-48035132> ) there are no stations or signalling infrastructure as all of the stations are in private ownership, Llangefni Station has not been selected in North Wales for re-opening under a recent transport review. Therefore, unless there was suddenly a major employer on the island or a very large Centre Parcs type development came to a similar location the need for rail or tram type services would be rather a pointless exercise, let alone the vast capital cost to re-open and service the line. As for freight the same logic applies what is there to be served by freight services, Associated Octel which was the last user of the line circa. 1996 has been closed for over 20 years and is being currently demolished.

The Lôn Las Môn project is a unique opportunity to re-purpose a disused railway line as has been done in many other areas of the UK and Ireland and create an 18 mile traffic free (no road or level crossings) travel conduit for ActiveTravel+, walking, running, leisure cycling, equestrian use, adaptive and disabled cycling use. This would be used widely by the resident population and provide a number of opportunities for micro-business to provide services to users of the path: This is demonstrated by the Camal Trail in Cornwall, a disused / abandoned railway of a similar length to LLM at 17.3 miles. In 2015 there were 425k visitors to the trail 185k from outside of the areas (Cornwall Tourism Service) Trail users spent around £6.7m and generated around £13m of business turnover. There are many other Trails and Greenways that Lôn Las Môn could aspire to: Ystwyth Trail in Ceredigion, Waterford, Connemara and Wild Atlantic Ways in Ireland. "Greenways are traffic-free routes connecting communities to all kinds of destinations for commuting, everyday journeys or leisure and recreation".

Continued...



## Lôn Las Môn

Yours Sincerely

*Adrian Williamson*

Adrian Williamson

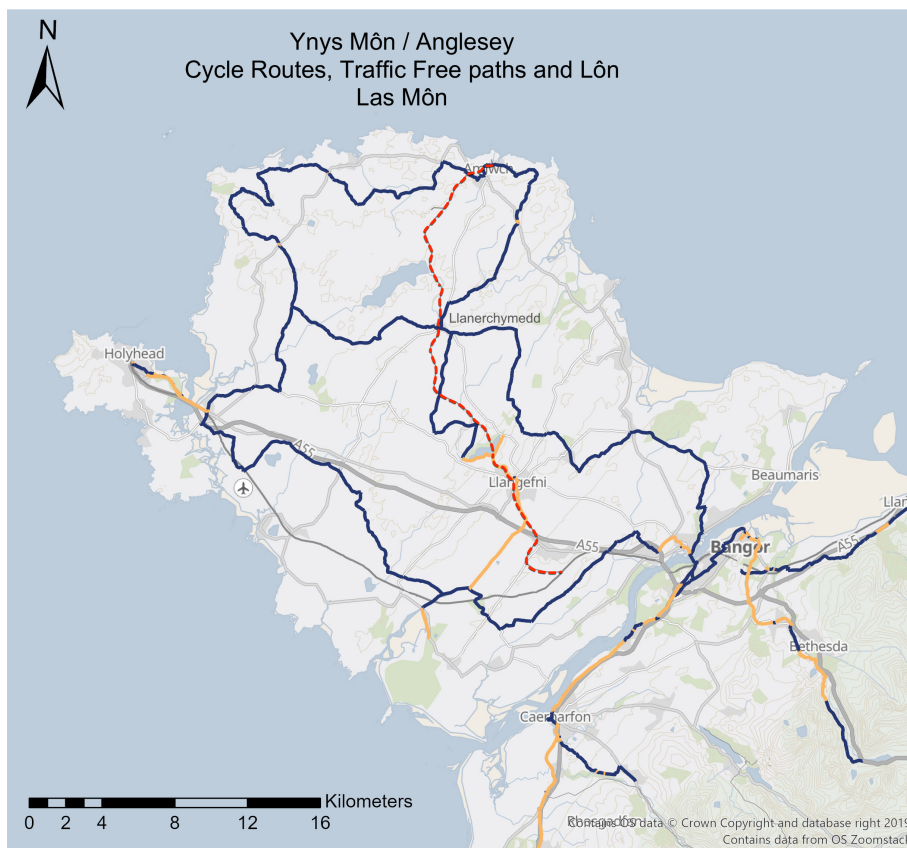
For and on behalf of Lôn Las Môn

List of Appendices;

### Appendix 1 – Supporting Organisations and Partners

Sustrans, The Outdoor Partnership, Anglesey GP Cluster, Scouts Môn, Holyhead Cycling Club, Clwb Marchogaeth Môn Riding Club, Anglesey Cycling Group, Anglesey Walking Group / Ramblers, Always Aim High Events, Cybi Striders, Welsh Cycling, Cycling UK, Chris Boardman MBE, HSBC Breeze Rides, Menter Môn, Wales Cooperative Centre, The British Horse Society, Park Leisure (Plas Coch), Y Ring, Rhosgoch, Bulkerley Hotel, Beaumaris, Siop Paget, Rhosybol, Steision Llan, Llanerchymedd, Cyngor Cymuned Penmynydd a Star, Rib Ride, Menai Bridge, Tacla Taid, Newborough, Pedal Power (Wrexham), British Blind Sport, Blas Lôn Lasm Lodge Dinorwig, Anglesey Tourism Association / Discovery Anglesey, Pete's Eats, Caban Cyf, Anglesey Sea Zoo, Halen Môn, Evolution Bikes, CycleWales, Blue Sky Café.....

### Appendix 2 – Map



#### National Cycle Network

— OnRoad    - - - Lôn Las Môn  
— TrafficFree

### **Appendix 3 – Schools near Lôn Las Môn**

Ysgol Gynradd Amlwch  
Ysgol Syr Thomas Jones  
Ysgol Gynradd Rhosybol  
Ysgol Gymuned Llanerchymedd  
Ysgol Bodffordd  
Ysgol Corn Hir  
Ysgol Gufyn Llangefni  
Ysgol Esceifiog Gaerwen  
Ysgol Parc y Bont  
ysgol Gynradd Llanfairpwll  
Ysgol Santes Dwynwen, Newborough

### **Appendix 4 – YouTube**

[https://www.youtube.com/channel/UCz9SJCzCi0vFOAaombLzSgg?view\\_as=subscriber](https://www.youtube.com/channel/UCz9SJCzCi0vFOAaombLzSgg?view_as=subscriber)

### **Appendix 5 – UK & Ireland Multiuse Paths and Greenways**

Camal Trail, Cornwall

[https://www.cornwall.gov.uk/cameltrail?utm\\_medium=referral&utm\\_source=visitcornwall.com&utm\\_campaign=listing](https://www.cornwall.gov.uk/cameltrail?utm_medium=referral&utm_source=visitcornwall.com&utm_campaign=listing)

Wirral Way

<https://www.visitcheshire.com/things-to-do/wirral-way-p267151>

Ystwyth Trail

<http://www.discoverceredigion.co.uk/English/what/cycling/Pages/Ystwyth-Trail.aspx>

Waterford Greenway

<http://visitwaterfordgreenway.com/>

Dublin Galway Greenway

<http://www.dublingalwaygreenway.com/2018/07/dublin-galway-greenway-is-centrepiece.html?m=1>

Great Western Greenway

<http://www.greenway.ie/index.html>

Wild Atlantic Way

<https://www.wildatlanticway.com/holidays-breaks/breaks-in-mayo/freewheeling-mayo>

Swiss Valley Trail, South Wales

<http://www.railwaypaths.org.uk/our-achievements/swiss-valley-trail/>

Fallowfield Loop Line, Manchester

<http://www.railwaypaths.org.uk/our-achievements/fallowfield-loop/>

Spen Valley Greenway, West Yorkshire

<http://www.railwaypaths.org.uk/our-achievements/spen-valley-greenway/>

Northern Ireland Greenways

<http://nigreenways.com/>

Trans Pennine Trail

<https://www.transpenninetrail.org.uk>